

Aviation

Aviation Quick Facts

- ◆ There are 17,300 people employed at Indiana airports.
- ◆ The economic impact of Indiana airports is estimated at \$4.2 billion annually.
- ◆ There 50.3 million square feet of paved runway in Indiana.
- ◆ There are 13.6 million square feet of turf runway in Indiana.
- ◆ Approximately 2.3 million operations (takeoffs and landings) occur each year.
- ◆ Four aircraft take off or land every minute in Indiana.
- ◆ One of every 561 Indiana citizens is a pilot.
- ◆ There is one aircraft based in Indiana for every 2.4 pilots.



A small propeller plane gets refueled at Eagle Creek airport.

INDOT's Aeronautics Section

The Aeronautics Section is responsible for the ongoing administration, planning, safety and improvement of a statewide airport system. The well-being of Indiana's aviation system is crucial to Indiana and to each respective community. As such, the mission of the Aeronautics Section is to ensure a total fulfillment of safety standards and promote an economic environment that ensures sustained airport development for current and future needs.

The Aeronautics Section of INDOT is a critical link between the State of Indiana and the aviation community. The section maintains an active role in the formulation and review of state and federal programs and policies, and assesses and proposes changes in both state and federal regulations, legislation and funding in airport and air transportation facilities.

The Section promotes aeronautics in Indiana

through the continuous development and implementation of the *Indiana State Aviation System Plan*. This plan is the principal means by which the State of Indiana identifies airports to serve the present and future air transportation needs of the state. It also serves to identify the airport development projects that are consistent with state policies and priorities.

In order to implement the aviation planning decisions, Indiana participates in a state matching grant program complimenting the FAA's Airport Improvement Program. Typically the FAA participates in 90 percent of the project's costs, the local sponsor 5 percent and the state 5 percent.

In addition to the above, the Aeronautics Section also performs the following functions:

Airport Inspection and Certification

All private and public-use landing facilities are required under state law to receive a Certificate of Site Approval. Public-use landing facilities receive annual inspections while private-use facilities receive an initial certificate that is valid for the operating life of the facility.

Aviation Engineering Assistance

The Aeronautics Section offers engineering or other technical advice to airport sponsors and local units of government. This assistance may involve proposed or existing construction, maintenance or operation of an airport or landing field.

Aviation Planning Assistance

Technical planning assistance provided by the Section is designed to promote the development of local facilities, and bring about a balanced system consistent with the development goals and objectives of the *Indiana State Aviation System Plan*.

Airport Development

Airport development tasks promote the development of local facilities and bring about a balanced state aviation system consistent with the development goals and objectives of the *Indiana State Aviation System Plan*.

Aviation Awareness

Indiana provides information to the general public on the value of aviation, the benefits of community airports, the role each airport plays in the overall transportation network, and the importance of safety as a priority in the aviation community. It also publishes the Indiana Aeronautical Chart.

Regulation of Tall Structures

The Aeronautics Section administers the Indiana Regulation of Tall Structure, I.C. 8-21- 10. Under this regulation, the location and height of structures and the use of land near public-use airports is regulated.

FAA Airport Safety Data Program

Under a contractual agreement with the Federal Aviation Administration (FAA), the Aeronautics Section performs annual updates of the FAA 5010 Master Record Forms, which are then used in navigation publications and aeronautical charts.

Airport Pavement Condition Index Program

This Program is designed to assist managers and administrators on the local, state, and federal level in the analysis of pavement conditions, the identification of cost-effective alternatives, and the development of Capital Improvement Program priorities.

Aircraft Traffic Counting Program

This program involves the continuous development of aircraft operation estimates at various non-towered airports throughout the State of Indiana. Data collected from this program are used to forecast future activity at Indiana State Aviation System Plan facilities and in part for prioritizing capital improvement projects by state and federal authorities.

All the activities of the Aeronautics Section provide for the safety, welfare and protection of persons and property in the air and on the ground, while assisting in the development of the air transportation system in the state.

Certificates Held (2000)	
Student Pilots	1,421
Private Pilots	5,660
Commercial Pilots	2,173
Airline Transport Pilots	1,582
Total	10,836

Airports	
Public Use:	115
Airports	107
Heliports	2
Seaplane Bases	4
Ultralight Flightpark	2
Private Use:	581
Airports	412
Heliports	135
Seaplane Bases	19
Ultralight Flightpark	15
Total	696

Airport Passenger Enplanements (2000)	
Indianapolis International	3,833,975
Michiana Regional	432,439
Fort Wayne International	351,623
Evansville Regional	253,243
Gary/Chicago Airport	24,588
Purdue University	20,128
Total	4,915,996

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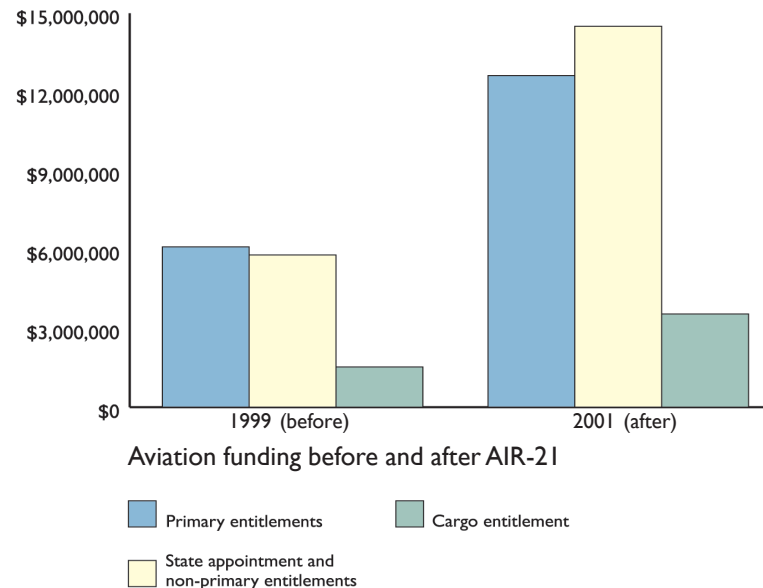


An aerial view of the Gary/Chicago Airport, located in Gary, Indiana. The Gary/Chicago Airport offers convenient access to Chicago, popular destinations in Northwest Indiana and business centers in North America. Photo courtesy of the Gary/Chicago Airport.

AIR-21

On April 5, 2000, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) was signed into law, increasing current aviation investments by \$10 billion, with most of the funding going to radar modernization and much needed airport construction projects. In addition, AIR-21 provides “guaranteed” funding for aviation projects through legislative point of order provisions, protecting the full investment of aviation taxes into aviation improvements.

The total authorized funding for federal aviation programs will be \$40 billion over the next three years, \$33 billion of which will be guaranteed investments from the aviation trust fund. This increase in funding is available without an increase in taxes, and will be used to make the skies safer through infrastructure, capacity and operational investments. It will also improve airline competition, modernize the air traffic control system and assist small communities. Because of the protections afforded the aviation trust fund, transportation agencies and airports now know the approximate funding they will be receiving through the life of AIR-21, and can better plan for future projects. The provisions noted above have led to federal funding increases for Indiana as the graph on the right shows.



Aviation Funding Before and After AIR-21		
	1999	2001
Primary Entitlements	\$6,104,702	\$12,550,286
State Apportionments and Non-Primary Entitlements	\$5,794,964	\$11,756,393
Cargo Entitlements	\$1,528,566	\$4,035,104
Total	\$13,428,232	\$28,341,783

Source: INDOT's Multi-Modal Transportation Division

Airport Funding

The Indiana General Assembly provides state funds used to match federal-aid capital assistance grants from general fund appropriations. Federal-aid capital assistance grant funds for airport improvements are provided from the Airport and Airway Trust Fund. With the exception of Indianapolis International Airport, eligible federal-aid projects in Indiana are normally funded with 90 percent federal funds, 5 percent state matching funds, and 5 percent local matching funds. Federal-aid projects for Indianapolis International Airport are normally funded with a 75 percent federal – 25 percent local matching fund participation rate.

Summary of State and Federal Aviation Grants

The allocation of grant funds from the Airport and Airway Trust Fund for public-use airports is largely dependent upon an airport's classification. At present, Indiana has six airports which are classified by the Federal Aviation Administration as primary airports: Michiana Regional Transportation Center in South Bend, Indianapolis International, Fort Wayne International, Evansville Regional, Gary/Chicago Airport and Purdue University in Lafayette.

General aviation airports are funded from FAA State Apportionment Funds using a formula based on population and the land area of the state. State apportionment funds are allocated for projects at general aviation airports, which have been programmed in the Indiana Airport Capital Improvement Program by the Indiana Department of Transportation, Aeronautics Section. In addition to entitlement funds and state apportionment funds, any qualified airport is eligible for discretionary funds.

Federal AIP Program (Airport Improvement Plan)

A summary of state and federal grants for aviation in Indiana is provided below. The majority of the funding for aviation in the state over the last five fiscal years has come from the federal government's Airport Improvement Plan (AIP) program.

Federal Fiscal Year	Federal Grant	State Grant*	Total
1996	\$25,480,190	\$562,314	\$26,042,423
1997	\$25,531,584	\$758,270	\$26,289,854
1998	\$31,257,237	\$959,549	\$32,216,786
1999	\$28,086,722	\$968,656	\$29,055,378
2000	\$24,275,153	\$771,805	\$25,046,958
2001	\$51,350,829	\$1,808,330	\$53,159,159
Total	\$185,981,635	\$5,828,924	\$191,810,558

*Local funds not included

Source: INDOT's Multi-Modal Transportation Division

Indiana's Airports

